

# AVIATION

*The Oldest American Aeronautical Magazine*

APRIL 4, 1927

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PREMIER MUSSOLINI FLYING FROM ROME TO MILAN. Picture taken at 6000 feet. Commander Silvio Scaroni, Air Attache, Royal Italian Embassy at Washington, pilot.

VOLUME  
XXII

## SPECIAL FEATURES

NUMBER  
14

LETTER FROM THE PREMIER OF ITALY  
REPLIES FROM SECRETARIES WILBUR, HOOVER  
AND DAVISON AND POSTMASTER GENERAL NEW  
TOURING THE ITALIAN COAST BY AIR  
DE PINEDO'S EPOCHAL FLIGHT

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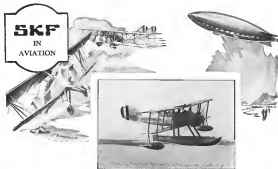
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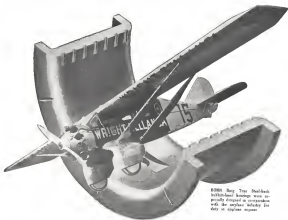
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## Index to Contents

### NEWS ARTICLES AND ITEMS

Instruments in Fog Eliminated	677
Chicago Aeronautical Service Expands	677
New Air Mail Route Received on New York	678
Chicago Route	678
Titanic, Inc. Plans for Future	678
Combating the Weevil by Plane	678
Air Mail Between Germany and United States	678

### FEATURES AND DEPARTMENTS

Editorial	661
Portrait of Premier Mussolini	662
Letter from Premier Mussolini	663
Translation of Letter from Premier Mussolini	665
Premiere Mussolini Salutes American Aviation	666
From Genoa to Palermo by Air	670
Italy's Fastest Long Distance Pilot	675
Solo Slips	679
Airports and Airways	680
U. S. Air Forces	684
Publisher's News Letter	690

### ADVERTISING INDEX

WHEELS TO FLY	493
AIRLIFT SERVICE DEPARTMENT	493-494
CLASSIFIED ADVERTISING	494

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## With the Editor

Unexcelled within the depths of this important issue of AVIATION, about which sufficient will be found in the following pages to exempt any further mention here, will be found some news which is of the greatest significance to American aviation at this time. On March 24, Postmaster General New opened the air mail hub on the Eastern Division, New York-Chicago, of the trans-continental Air Mail Service, and the tenders are extremely interesting, more especially as an entirely new bid, in contrast to the field with the lowest bid for the contract. What the Postmaster General's action will be, regarding the successful bidder, it is impossible to predict since there is so small a difference between the two lowest bids and other factors must be expected to enter into the decision. Upon this decision, however, much to be known about the entire status of the system and developments as will be watched closely.



The "Corsair" at the Naval Air Station, Annapolis, D. C.

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Vol. XXII

APRIL 4, 1927

No. 14

THE READERS of AVIATION may consider themselves highly favored by the distinction conferred on them by the Honorable, Premier Mussolini of Italy. The letter which he has written is so splendid in its cordiality and so complimentary to all phases of American aerial development that it should be regarded as one of those genuine interchanges of good will and kindly sentiments that make for better relations between the peoples of the world. It is gratifying to be able to return to this leader of the times in which we live, reciprocal expressions of admiration from the departments of the American Government having aerial activities as well as from the leading aeronautical groups.

Italian aviation, under the personal direction of the Fascista Premier, has gone forward so rapidly that today it holds a place in world aeronautics that is unimpaired. The organization and spirit of the Italian Air Force is making it admired by every nation of the world in its separation from the Army and Navy and its rapid advance due to the stimulus of such a determined and fearless leader will be an object lesson for all other countries.

In his remarkable letter, the Premier of Italy gives unstinted praise to American pilots, engineers, manufacturers and aerial laws. With Latin generosity he pays a glowing tribute to the part America is taking in aeronautical development and gives the most optimistic views of the future of aviation. This document with its inspiring visions of the possibilities of aircraft will, in the years to come, take its place as one of the most remarkable utterances of confidence and hope that has ever been written by a man who is the responsible head of a great country.

It has been a great pleasure, in preparing a worthy reply to such a distinguished message, to receive the cooperation of the Departments of the Government that have taken an important part in the aerial progress of the United States. The National Advisory Committee for Aeronautics, the National Aeronautic Association and the Aeronautical Chamber of Commerce also have aided themselves of the opportunity to express their appreciation of the words of praise that Premier Mussolini has given to American pilots, engineers and manufacturers.

As requested by the Honorable, it is a distinguished honor to convey his greetings to those "Americans whose hearts rule across your flag." Not only in these pages have we done so, but the press of the United States has placed this great master-piece of aeronautical au-

thority before a much wider public than those followers of aeronautics, who look to AVIATION for their weekly news.

The greatest words from Italy mean more just at this time than they would have before the Schneider Trophy contests. A prize, such as the great leader of Italy pays to American sportsmanship, speed and engineering skill must reflect in a measure the impressions received by the Italian team that have visited this country for the last two years. It is gratifying to know that the great efforts that have been made by this country to secure the permanent possession of the trophy are rewarded with such fine spirit of competition.

The situation of all the world has been entered on the superior accomplishments of Italian pilots and countries both in aviation and aeronautics. For a number of years the Marchese Francesco de Pineda has by his fearless flights made himself undeniably the world's foremost long distance aviator. His flight from Rome to Tokyo by way of Australia will rank as one of the pioneer air journeys of aeronautical history. His flight over four continents which is now nearing the people of the United States will add more laurels to Italian aviation. Without the personal interest and encouragement of Premier Mussolini such brilliant achievements would have been impossible.

In the lighter sphere of field, General Umberto Nobile has given Italy a rightful claim to leadership in the construction of medium sized dirigibles. The Norge which flew the Arctic party over the North Pole blazed a trail through the air from Europe to Alaska that will in the years to come rank with the first North Pole voyage as a historic Arctic event.

The Royal Italian Air Force under the able direction of the Honorable, Balbo Under Secretary of State for Aviation and with the greatest encouragement of Premier Mussolini who holds the portfolio of Secretary of State for Air. The new Italy has a definite air arm that can be regarded as superior. All other nations can learn much from the rapid progress that has resulted from the independent plane aviation has been given in Italy.

Americans will not attempt to reply in any way to the magnificent message it would be presumptuous to do so. Those who have been praised have replied and on their words of appreciation we rely for the proper comprehension of Premier Mussolini's cordiality. All we can do is respond to the meeting in American aviation with the sustained and unremittingly but with a heart filled with appreciation the Fascista salute.



*His Excellency Premier Benito Mussolini of Italy.*

# LETTER FROM HIS EXCELLENCY PREMIER MUSSOLINI

Signor Gardner

Vi sono grato dei giudizi che avete espresso circa il progresso aeronautico italiano.

Io so' bene che la rivista "Aviation" che Voi dirigete e' paladina nel Vostro Paese dei piu' rapidi ed ampi sviluppi dell'Ala pacifica e dell'Ala guerresca, per questo io Vi prego di portare il mio saluto a quegli americani i cui onori si raccolgono intorno alla Vostra Bandiera.

Gli Stati Uniti d'America sono certamente tra le piu' alte avanguardia dello sviluppo aviatorio.

I Vostri scienziati e i Vostri tecnici, unendo ad un'alta intelligenza una dotazione di mezzi materiali per molti riguardi soddisfacente, portano ogni giorno a quello sviluppo un ammirabile contributo.

I Vostri piloti sono tra i primi del mondo nell'ardimento e nella perizia: i Vostri organizzatori portano anche nelle imprese novissime che utilizzano il volo umano lo spirito positivo e l'ampiezza di vedute che distinguono ogni organizzazione americana.

Per questo i nostri aviatori e i nostri tecnici sono orgogliosi di competere con i Vostri; per questo i velivoli prodotti dalla Vostra industria sono a pochi altri paragonabili nella eccellenza delle caratteristiche; per questo la Vostra aviazione militare ha raggiunto l'efficienza



April 4, 1927

che ciascuno con vivo compiacimento può constatare; per questo infine dall'uno all'altro oceano e tra le molte città operose del Vostro continente vastissimo, l'aviazione civile incomincia a stendere le reti delle sue linee di trasporti diurni e notturni imponendosi all'ammirazione del mondo.

Per l'aeronautica civile, il suo futuro sviluppo è chiaramente segnato dal suo passato breve ma vigoroso; per essa probabilmente l'Atlantico diverrà mare mediterraneo; per essa i continenti meno penetrabili saranno aperti alla conoscenza degli uomini, al fervore dei loro traffici, agli scambi intellettuali e materiali fra i popoli.



Roma - Febbraio 1927

Anno V<sup>o</sup>

April 4, 1927

AVIATION

## TRANSLATION

## LETTER FROM HIS EXCELLENCY PREMIER MUSSOLINI

Signor Cardini,

I greatly appreciate the opinion which you expressed with regard to the Italian aeronautical progress.

I am well aware that the magazine "Aviazione" which you edit is the champion of your country of the broadest and most rapid developments of the wings of peace and of war, and so I ask you to convey my greetings to those Americans whose hearts rally around your flag.

The United States of America are certainly among the most alert vanguards of the development of aviation.

Your scientists and experts, uniting with a high intelligence the benefit of material means, bring every day to this development an admirable contribution.

Your pilots are among the best in the world in daring and skill, your leaders of aeronautical enterprises being also to this latest undertaking, which employs human flight, the positive spirit and breadth of view which distinguish every American organization.

Thus our aviators and aeronautical experts take pride in competing with yours because the aeroplanes produced by your industry rank high in the excellence of performance, and because your military aviation has attained a remarkable efficiency which is evident to all.

Thus, from coast to coast and between the busy cities of your vast continent civil aviation has already begun to stretch a net of aerial transport lines, working day and night, and greatly widened all over the world.

The future of civil aviation is clearly indicated by its brief but vigorous past, by this new means probably the Atlantic will become like a Mediterranean Sea, by it the most impenetrable continents will be opened to the knowledge of man, to the throbbing fervour of his traffic and to the intellectual and material exchange among the peoples.

MUSSOLINI

Rome—February 1927.  
Anno V<sup>o</sup>





# From Genoa To Palermo By Air

By LESTER D. GARDNER

PART I

IT IS APPROPRIATE that the description of an air line along the Italian coast, that was made in the Summer of 1926, should appear in this particular issue of AVIATION in which the Premier of Italy gives his optimistic views about commercial aviation. Any visitor to Italy finds that nothing seems to move if it does not look the looking of Mussolini, and if it does have his encouragement and support, it literally takes wings toward success. This has been particularly true in the field of transportation. The reforms of 1926, under his constant observation, have become a credit to the country, not only as an aviation and seafaring nation. The growth of the shipping line also reflects the influence of the Premier. New and modern ships, now flying the flag of Italy, in all parts of the world. The same condition is going to result from the management that he is giving to the expansion of the air lines of the same country, that perhaps its best shaped plans unfolded into its achievements.

## Large New Company Formed

Only recently, a new holding company has been formed in Italy, to take part in all commercial activities. Its first venture is to make two very large companies, the one on the Italian waters. This company is called the Consorzio Aeronautico and has a capital of ten million lire, with an understanding by the shareholders which will increase the capital on request of the board of directors to twenty million lire. This company has in its stockholders and representation among the

board of directors, not only its transport and aircraft manufacturers, but the large shipping companies and the leading Italian banks. The Società Anonima Navazionale Aerea, which is incorporated in S. A. N. A., and which operates the airlines from Genoa along the Italian coast, stopping at Rome and Naples, in Palermo, represents the air transport interests. The Consorzio Nazionale di Marittima di Pisa, which manufactures Dornier Wal airplanes near Pisa, is the aircraft manufacturing company of the group. Three of the large shipping companies, the Navigazione Generale Italiana, the Lloyd Sabaudo, the Società Italiana Servizi Marittimi, represent the shipping interests, while the banking interests comprise six of the most important Italian banks. These Consorzio Italiano, Credito Italiano, Banco Nazionale di Credito, Banco di Roma, Banco di Napoli and Banco di Sicilia. Aside from the shipping, a number of capitalists are interested. The importance of this new company is due to the fact that some of the most important interests in Italy have joined to give Italy results a foremost place in European commercial aviation.

## Italy Expands Air Center

The situation of Italy makes it one of the largest aerial centers of Europe, Africa, and the Near East. Its 11,000,000 people from all parts of the world come to Italy from every point of the compass. Aerial lines from all continents of Europe would find a profitable traffic well established. Until recently, the attitude to the development of such an aerial



Landing stage boat of the S. A. N. A. Aerial in Genoa with Dornier Wal ready to receive passengers. Boat for open deck in port.

center had been the Alps, divided between Italy and France. With the development of air lines and more reliable land planes, it is believed that flights over the Alps will become feasible. Genoa is the great seaport of Italy, and the gateway to the surrounding Mediterranean to connect the east of Italy to air with the other countries, the airplane has been the largest credit for values in sea and to its increased use the world may look to Italy for rapid development. The flights of Marittime Peninsulare di Pisa, near Italy and through Central America with a surprise, and has provided links around the rim of the United States, using a surprise, will undoubtedly give a stimulus to the use of this type of aircraft for air transport. It will be remembered that Sir Alan Cobham pronounced the great value of airplanes and flying boats for the great long-distance air routes of the world.

## Italian Commercial Airlines

Three airlines have been in operation or projected by Italy in transport companies. The airline from Turin down the River Po to Venice had been in operation a number of years. S. A. N. A. commenced operation last Summer along the Italian coast. The international line from Genoa to Constantinople, by way of Greece, has obtained the agreement of international agencies, but it is expected that it will operate this year. The trip described in this article was flown by Dornier-Wal planes, owned by the S. A. N. A. Company and manufactured at Pisa. The wing enters the harbor at Italy had been given to the world in peace, song and peace, but it was not until 1926 that the most picturesque parts of Italy were made available to sea travelers. It felt, when the winter arrived in Italy the line was well experienced and operated for months only. While visiting the aircraft factory of the Consorzio Nazionale di Marittima di Pisa which is located near Pisa, the chairman of the company Onorio Mammoliti not only showed his visitors over the splendid plant, which is located on the shore of the Mili-torinese, but extended an invitation for them to fly as guests from Genoa to Palermo. As the planes were operating three times a week, and one of the trips was scheduled for the

next morning, we immediately made arrangements to go to Pisa that morning.

## The Aircraft Factory at Pisa

While at Pisa, we were privileged to meet Monsieur de Pons, who was at that time planning his flight over four continents. The factory at Pisa was kindly engaged in manufacturing Dornier-Wal planes for many different countries. The all-metal construction appeared to be well reinforced and, while the design was that of Dr. Claude Dornier of Friedrichshafen, Germany, the company was completely under Italian supervision and making plans for further development of another type.

Early the next morning Sgt. G. E. de Gennaro, secretary of the S. A. N. A., took Mrs. Gardner and myself to the port, where a floating landing stage had been placed in the Basin Vittorio Emanuele II. Four other great passenger vessels, and Grand Uff. Duilio Pacifico, provided of the S. A. N. A., was at the port with the guests to see the plane leave for Rome. The trip is, of course, one of the most interesting and successful in the world, as there is the center of Italian shipping. When there is much shipping in the harbor, landings are occasionally difficult as account of the boats, but seriously there is always sufficient room to take off or land safely within the basin.

## The Flight from Genoa to Rome

There were two Dornier-Wals, powered with Daimler-Benz engines moored in the harbor. One was tied to the boat and the passengers boarded the airplane by a gang plank. After engines of approval and congratulations to President Pierro, the passengers embarked, the hatch was closed and the airplane was ready to take off. Mrs. Gardner was in the cabin, six of whom were gay Italian professional men and one newspaper woman from Genoa. The comfortable cabin was made cheery by the enthusiasm of the other passen-



From a Mammoliti 1937. Massimo Fattori di Colaninno, Chairman of the S. A. N. A. Aerial watching the plane landing in Genoa from above.



The Leaning Tower of Pisa. The Cathedral, Baptistery and Giotto's Campanile are also works of superb Italian architecture.

gion, none of whom had flown before. The language was all screwed in the store and, as we carried somewhat more traveling equipment than normal, two bags of ballast were put ashore. The pilot was Paolo Caporale.

#### The Superb Italian Riviera

At 8 o'clock we left the houseboat and landed for fifteen minutes in the outer harbor of Genoa. The skyline rose like a first masterpiece over the still waters of the harbor. When we had taken off, we had our first view of the Italian Riviera, which could be seen extending far miles in every direction. Genoa, with its old lightships and towered streets, looked down the harbor into the clear sunlight, for which Italy is no fashion. The air rose from Genoa to Pisa parallel to the coastline, so that the famous three mountains of northern Italy, Nivola and Monte, were all seen from a distance of about five miles. The plane flew at about 300 ft. and, as the day was perfect, we could see to the north in the distance the more rugged peaks of the Alps, while to the south was the beautiful champagne green of the Ligurian coast, varying from the deeper blue and green back out to sea to the lighter blue near the shore. The 1930s harbors along the coast were none more beautiful from the air than they were from the water, which took us along the coast the perfect evening.

#### Spain, Italy's Chief Naval Base

To shoot a half hour we flew over Spain, an industrial island located at the foot of beautiful green hills, which are dotted with forts. The Gulf of Spain is one of the largest harbors of the Mediterranean and has been the chief naval base of Italy for many years. The Royal Italian Arsenal is located here and the small islands in the harbor give a foreground view that was most impressive. Perhaps in no other place in the world is there a view such as the air view from the seaplane of this town. The unusual peaks of the Alps had become more prominent as the shoreline faded into the distance. The southern hills of Italy rose to the east, while to the west was the marvelous beauty of the pleasant Mediterranean.

Two Italian seaplanes, attended by a small boat, passed

beneath the plane and many fishing boats, which appeared to be moving in formation (as we would say in flying formation) added still further to the message. A private yacht completed the picture. As we flew farther south, the beautiful villas that have been built on the slopes of the hills, along the shore, gave a new impression of Italian country life which has been described as so many delightful boats.

We were turned to a wide southern coastline and passed many fishing boats, all having pretty colored sails decorated with pictures of stars and herbs. Indeed, Corvara could be seen a short distance from the shore. From here have come the marble tiles that have made the reputation of Italy famous throughout the world.

#### Pisa and Its Leaning Tower

Shortly after 30 o'clock, we passed Pisa. The River Arno, at the mouth of which is located the ancient city of Pisa, the Contrasto Monument of Marina, Pisa, flows inland to Pisa, which is about ten miles from the shore. The world-famous Leaning Tower can be seen rising 350 ft. with its spiral regular stone arches to the top. The dome of the beautiful Cathedral and Baptistery could also be seen from the shore, the fifteen miles in the clear air permit us to see in a very good view of distant objects at Italian seaplanes. The big radio station, with its eight towers, and the lighthouse on the shore, complete a picture which would arouse the enthusiastic admiration of any of the most hardened travelers.

#### The Islands of Elba and Corsica

The scene toward the sea was changed by the introduction of beautiful islands that lay the road from Pisa to the Atlantic Ocean, the famous Gulf of Genoa. The islands were fairly seen, while water surface inside made the turquoise sea of new colors. Lucca, or Livorno, as it is also called, which is the second port of Italy, was passed beneath the plane as we are now flying perfectly above the shoreline. This is not only the second largest port of Italy, but contains the Royal Marine Academy which makes it the headquarters of Italy. The landscape around Livorno was built by very large harbor, and results from it all these

town. The valley of the Arno has now been passed, the countryside changes, and the shore again becomes hilly. Many castles and ruins are to be seen beneath the pilot into across the hills, the mountains that put out into the sea. Airports of Genoa have not been available in the second half of this year, but when they become better known, the flight will become one of the great scenic days of the world.

The island of Elba, where Napoleon was exiled, is now to be seen clearly to the west and the mountains of the terrain in France after the Elba give an opportunity for historical remembrance. Continuing along the coast, Livorno is again available by the island of Montecristo which has very good worldwide view, from the great "The Coast of Monte Cristo," by the elder Dante. The island rose out of the Mediterranean about 1,600 feet and is very large.

#### Beautiful Orbetello Pass

The peninsula, on which the beautiful city of Orbetello is located, and passes below. The ancient fortress and the lagoon, between the peninsula and the continental coast, still further the observation that all air travelers will feel that this picturesque combination of sea, islands and hills that is passing in about seven. The plane is now flying at only fifty feet over the water and we find the air somewhat cloudy.

From here to the mouth of the Tiber, the scenery becomes more interesting, as the shoreline is less hilly. The combination of water and the peninsula are less and less as we go on our way to the shore. At 11:35, after about an hour and a quarter of perfect flying, the pilot turned inland and the plane glides onto the surface of the Tiber, the river which has always been famous in Roman history, as it flows from the Mediterranean directly through the city, which is located about twenty miles inland. The river, itself, was a great disappointment, as it was less than fifty yards wide and looked picturesque quality.

#### Greetings from Distinguished Italians

The passengers were taken off the seaplane and to the shore by a small boat and were met at the landing stage by Mr. Giuseppe Bonaventura, Mayor of Livorno, the chairman of the S. A. N. A. Linea. Mr. Bonaventura, who attempted the transatlantic flight, and was met by the American Navy, who greeted the passengers. A comfortable automobile was waiting to convey the guests to Rome, but on the way a stop was made at Orbetello, which is the new Pompeii of Italy. On the shore there has been built a modern modern city, including Livorno and Orbetello. Orbetello, from Rome, is about ten miles from Orbetello, where the city is very old. The old Orbetello has been converted in the last few years and here may be seen the ruins of the other Roman civilization. It



THE RUINS OF ORBITELLO RISE

The ruins of the old city of Orbetello have been excavated during the last few years through the efforts of the Italian government. The ruins of the city of Orbetello, which were once a great city, are now being excavated and the ruins are being restored.

was pointed out that the first apartment house of seven stories were built here. Ancient, magnificent, temples and a great forum are now attracting visitors to this very interesting town.

#### Flying Over Rome

While in Rome an opportunity to fly over the Eternal City (now was arranged by Mr. Mario F. Bonaventura, Air Marshal of the American Air Corps. Mr. Bonaventura, who was met by the Italian plane, from Orbetello. It was my first view of Rome, as we had only arrived the previous night. To see the Colosseum, the Forum, the Baths of Diocletian, the Pantheon and finally St. Peter's and the Vatican from the air made the flight one of those rare experiences that are hardly ever to be repeated. While over St. Peter's, Major Bonaventura got his plane in a tight spot, and we had a view of those three



The Seaplane on the water, with the small boat nearby.

all night. We then headed southwest to the Molossan coast, following the Tiber, and soon were seen over old and new Ostia. Wanting to give me a view of the Italian Campaign, we flew to the south of Rome following the Appian Way, which parallels the ruins of the old aqueducts, that brought water to ancient Rome, to the lake of Albano and Rome, which now fill the volcanic craters of the Albano hills. Returning, we passed over the Campus Martialis, from which the Nymphs, of General Salustius, had recently flown on the way to the North Pole.

#### Visits to the Royal Air Force Officers

Before leaving for Greece, visits were made to the officers of the Royal Italian Air Force where the officials showed us every corner possible. They hoped that it would be possible for the proposed interview with the Premier to take place in their facilities, the great interest the Premier took in all the activities of the Air Force. The Commander, Sig. Pennone, who they say was the Under Secretary for Air and in such, head of all the Italian air activities and who had a disorganized record of success in Italian aviation, was extremely courteous and arranged for a flight on the single N-2, built by Ben Nobile.

#### Sightseeing's Famous Paradox

Until the world becomes acquainted with air travel through events such as this, multiplied a hundredfold, and from poets that have the gift of description, a whole new volume of sight-seeing will remain unmet. With the introduction of modern aerial equipment and experience in the operation of



U. S. N. looking for Nobile

aircraft, with figures of its utility as measuring facts, no trip of the tourist will be complete without viewing the heavy spots of the world from the air, and when the air strikes of the future is completed and made available to all who travel, the air trip of Italy from Rome to Palermo will contain the swiftest there story, which indicates that it must not be missed by sightseers.

In the next article a description of the flight from Rome to Naples and from Naples to Palermo will be given.



St. Peter's and the Vatican as seen from the air

## Italy's Famous Long-Distance Pilot

Commander de Pinedo, of Rome-Tokio Fame, Again Making History in New Long-Distance Flight Ventures.

COMTE FRANCESCO DE PINEDO, whose previous Rome-Tokio flight in 1925 remains as one of the greatest of achievements in aviation, and whose brilliant exploit in flying, on Feb. 24, from the Cape Verde Islands to Brazil, is still listed as the longest of the world, is blessed with the ability to accomplish great feats in aviation without making any preparations and simply "flew." In all the successful accomplishments that have marked his career and brought him to the attention of the world, there has been little excitement and trouble attending his efforts prior to the flights. His calm confidence, his work and career through in a successful and efficient manner without outside assistance.

Commander de Pinedo was born in Naples on Feb. 15, 1886, the descendant of a noble family, of distinguished military traditions. In 1906, he acquired his entrance to the Italian Naval Academy and succeeded in graduating the second of his class as a midshipman. With this rank, he embarked on the training "Vincenzo Emanuele."

At the outbreak of Italian hostilities with Turkey, he was permitted to join the leading forces and distinguished himself at the taking of the Gallipoli. The Italy-Tokio fame that had him a lieutenant on a destroyer. He participated in all the war efforts of different destroyers in this capacity and rose to the command of a transport ship assigned to the rescue at the Serbian army. In June, 1917, he was transferred to the air service. Upon his entrance to the branch of the fighting forces he took a course in training as a pilot at the aviation school of Turin and in less than two months had been evaluated as a military pilot assigned to the Naval Base of Brindisi. He distinguished himself by his daring and his skill in navigation work. In 1918, he rose to the command of the Lower Tyrrhenian and in 1922, to the command of the Lower Tyrrhenian and in

1923, was sent to Constantinople to command the royal yacht the "Arkadia," moored at the disposition of the Italian Royal Navy.

Upon his return to Italy, Commander de Pinedo was again entrusted with the aeronautic command of the Lower Tyrrhenian. After the organization of the Royal School of Aeronautics in Italy, he was appointed as the Commandant of Aeronautics and brought his experience and commanding ability to the development of this new organization. In 1924, he was promoted by special orders to the rank of lieutenant colonel in aviation and named chief of the staff of staff of the General Command of Aeronautics.

The Rome-Constantinople flight and the Brindisi-Constantinople flight are among those which Commander de Pinedo has to his credit. Among the former, he was forced to land on account of engine trouble. Not being able to make his landing on a reef, and which he was flying, because of the heavy loads on the water, he succeeded in landing in a harbor, without injury to his airplane or crew. The Brindisi-Constantinople flight proved a most difficult one, but Commander de Pinedo successfully completed it and landed in the Golden Horn.

Commander de Pinedo's flight from the Cape Verde Islands to Brazil has been one of the most progress. Porto Natal, Bahia, Pernambuco, Recife, Arrec, Mossao, and Para have been among the cities visited on the flight. Probably the outstanding feature of the latest portion of the flight was the lap over the Brazilian people, soon before visited by plane, and which no commercial air with the outside world exists. Furthermore, the fact that he is flying a machine under these mechanical conditions of the flight is more remarkable. Accompanying Commander de Pinedo are Capt. del Porto, pilot, and Sgt. Beretti, mechanic.



COMMANDER FRANCESCO DE PINEDO  
ITALIAN ROYAL AIR FORCE



The Sirocco 4-22 (two seater) machine, just by impact on which, Commander de Pinedo is making his long flight.







# AIRPORTS AND AIRWAYS

## Hartford Airport, Conn.

By Harry Dwyer Coykend

Since the second week in February, Hartford has been prepared to welcome those boys who choose the dark hours for their air outings. Thirty border lights mark the beacon of the leadable portion of Terminal Field, and a large revolving light is on top of the municipal hangar function as an aerial lighthouse, between the hours of sunset and sunrise. A number of the officers of the 138th Observation Squadron, U. S. G., including the winter, late made night flights recently and have found the present lighting system fairly efficient. According to Ernest Perry Mason, of the Hartford Aviation Commission, plans for flood-lighting the field in an efficient manner, are under way. Capt. Clarence Knox, active head of the State Aviation Department, has recently assigned him a team of a number of fields equipped for night flying, and will report his observations to the Aviation Commission.

Governor John Trumbull's son "Bryce" Trumbull continues to write his interesting little book entitled, "Official Flight Log," wherein he records the details of the "operation of what he presides." The Governor made a close inspection of the Field this morning, when it opened overnight at Hartford, during its Buffalo to Boston flight.

The new arrival schedule on the Eastern Hartford-New York route is now in effect. The planes of the Colonial Line, piloted by Wells and Sperry, leave Boston at 4:15 p.m. in-

stead of at 2:45 p.m., shortening the flying time for the aircraft at Hartford to 7 p.m. for and destined for New York and the West.

The New England Aircraft Company has resumed activity at Terminal Field with the return of Pilot Spencer from Boston where he and Pilot Harrows have been operating during the cold months. Harrows is to remain in Bermuda for another month. Later, Carl Dunn, is flying a night-flying education, continued with his treaty shipment. "Frankie" Donahue, and his brother are both back on the job, doing a good passenger carrying business at bargain rates, as compared with previous years.

Later, Charles Wright has returned from Texas, and instead of working for Standard out of the "safety stable" has been yoking up time in the Observation Squadron's machine. Coykend and Stanton are having their Orville resumed in preparation for a busy season, which will begin at the end of the field period—the Connecticut River is about to do its annual levelling job on Terminal Field, by sweeping over it for two or three days.

A number of the advancing new West night-flying jobs will, with Hartford's own "Frank" again have recently visited Hartford, carrying Officers who have had business at the Post & Whitney Aircraft Company's plant.

Hartford will dedicate its former field May 21. Terminal Field is one of the best in the Dark States and has been made possible through the Standard and General Aviation.

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## PUBLISHER'S NEWS LETTER

THE issue of AVIATION has been the most pleasant that we have ever had the pleasure of editing in the eleven years of the paper's history. While there have been many happenings that have given rise to a feeling of satisfaction and the few matters that have come occasionally from friends have been most gratifying, no complaint has ever been received comparable with that from *Pravda* Moscow. It is doubtful whether any publication has been more severely honored. When new things are said by one of our own people they are more or less like praise from within a family—something that is expected and comes naturally and may be meant or not. But they have always been most welcome. In fact, it is one of the traditional habits of mind of publishers to believe that they learn little from kind and complimentary letters from their readers but insist that all letters of complaint and criticism be given the most careful consideration. Last year, on our tenth anniversary, the many fine letters that were sent to AVIATION by friends of many years were gratefully acknowledged. That was one of those exceptional occasions which comes so seldom that we were glad to hear that so many aviatorial experts felt that the two years of service in assisting in the upbuilding of American aviation were worthy of their commendatory praise. But in this issue, the letter from the man who is at the helm of a large part of the world, will be remembered for his achievements longer than any other statement of our times, shines as honor to AVIATION beyond any distinction that can come from praise of one of our own countrymen. This letter will be historic in the years to come.

The fact that the letter comes from a man who in his formative years began to create public opinion through the editing of newspapers adds to the interest of sending it a mention in the American press through AVIATION. The career of the Premier of Italy is so dramatic and noteworthy in its progress as why in history. Born in 1853, the son of a blacksmith he has risen through his own genius and ability to a place in the world's list of makers of history. His name goes with those names who have written large and deep words on the pages of time. Starting life as a school teacher, he soon showed an interest in local political affairs. Later his political views caused him to take refuge in Switzerland the home of patriots. Here he perfected his French and later became a teacher of that language, but even the desire to take an active part in the affairs of his country found him consuming to write those brilliant articles and editorials which were the possession for the remarkable editorial ability that has captured the imagination of his countrymen as completely that for the first time in modern history the

world feels itself confronted with the fact that a brilliant distaste has arisen by popular acclaim. Manifestly the man is sincere in the protest and in which we live, his role should have been played in the Fifteenth Century when Italian clarity and disliking boldness were considered a peculiar characteristic of his set being rare. To see the picturesque figure of the Premier in the picturesque part of the last wing airplane instead of riding on a rapidly compressed rocket or diving a rocket before emergency beyond indicates better than anything else could the changed condition of our times.

\*\*\*\*\*

If the letter pointing so completely American aviation had come from the head of any other country it would have been a very great honor but Mussolini has made himself, among all the great men of the world, the particular champion of aircraft and as a result is a force. He is not only leader in the power of aerial warfare but is encouraging the development of commercial aviation in Italy as a route that will place his country in the front rank of air transport progress. He is head of the Italian Air Force and, as such, has given to the new era of aviation a position that it occupies in no other country. The personnel of the Air Force have in Mussolini a leader who takes an active interest in flying and uses airplanes whenever possible. When the average traveling aviator from Mussolini, the Italian Premier is considered as the high light of human endeavor that it will take its place in the history of aeronautics as one of the classic utterances of our times. His vision of the future for aviation is not that of a dreamer but comes from a man that is thoroughly informed by practical experience. Confidence, such as his, is what is needed in high places throughout the world and the least of the effects of this letter will be to create confidence and enthusiasm throughout the world. The personal interest taken in the message by President Coolidge, the heads of the War, Navy, Postoffice and Commerce Departments as well as all the organizations that represent aeronautical activities in the country indicates the enthusiastic appreciation with which it has been received. AVIATION feels that the honor of being selected as the medium through which such a historic message is transmitted reflects the prestige of the readers since those new accomplishments of its own. To you, then, who read this message, we send our congratulations with the hope that the laudatory words of the Italian Premier may be another incentive which will make you feel that you in this country have only to maintain our energy and use our abilities to plan and keep America in the forefront of all aerial progress—L.D.G.

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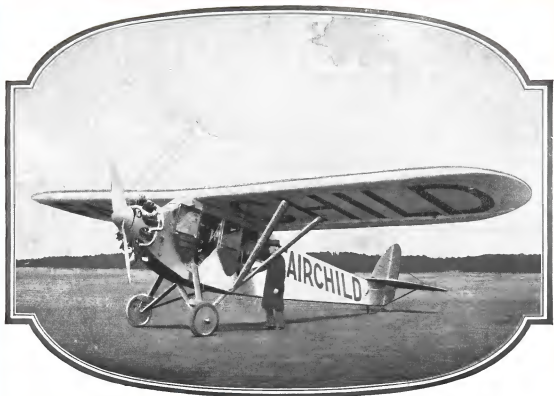
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